

**DRAFT MEETING SUMMARY
FIRST HILL PARKING WORKGROUP
AUGUST 26TH, 2003
FIRST BAPTIST CHURCH
6:00 – 7:30 PM**

ATTENDEES

Joanne Coombs, First Hill Improvement Association (FHIA) & First Hill Community Council
Linda Johnson, Harborview Hospital
Karen Lee Kimber, Swedish Hospital
Kristin O'Donnell, Yesler Terrace Community Council
Esta Pekow, FHIA
Michael Sletten, Seattle University
John Stowell, resident

Bill Zosel, 12th Ave Workgroup & Squire Park Community Council
Meghan Shepard, Seattle Department of Transportation (SDOT)
Randy Wiger, SDOT
Mark Troxel, Department of Design, Construction, and Land Use (DCLU)
David Allen, SDOT
Sunny Knott, King County Metro

Notes prepared by Randy Wiger

ACTION ITEMS

- Sunny will find out if there are minimum numbers needed for Metro's small business programs.

MEETING SUMMARY

Follow-up on changes to DCLU code for First Hill parking and open space requirements

Mark Troxel announced that the proposed changes to the land use code that would have reduced minimum parking requirements for multi-family properties (see 7-24-03 meeting notes) will not be reviewed by the City Council on their September agenda. The next opportunity for review is in January 2004. Until then, DCLU will also review other height-related issues in the high-rise zones, and these will probably become part of the land use code changes presented to Council. Mark appreciated the support and comments received to date and he says he will not incorporate letters of support onto any new proposals without first re-evaluating them with the community. Mark will take proposed land use code changes to the FHIA and Community Councils first, and he can also e-mail them to other community members in November or December 2003.

Related Questions and Comments:

1. *John asked if the proposed zoning changes would be permanent or if they would be reviewed after some time-frame, like every five or seven years?*
2. *Kristen said First Hill might want to be cautious and see how similar changes already implemented in Pike/Pine are executed before proceeding with the ones for First Hill.*

TRANSPORTATION DEMAND MANAGEMENT WITH DAVE ALLEN AND SUNNY KNOTT

David Allen of SDOT and Sunny Knott of King County Metro presented ideas and tools for reducing the demand on First Hill's transportation network. Transportation Demand Management (TDM) is about ways of getting people where they need to go without driving their cars everywhere. TDM aims at transportation conservation, and it is similar to water and energy conservation.

David and Sunny introduced the TDM toolbox that includes the following:

- **Flexcar** - a car-sharing club with several cars located on First Hill. Members may be able to get where they need to go without having to own a second car or even any car at all by strategic use of biking, walking, busing, and Flexcar. Membership in Seattle is reciprocal with other Flexcar cities including Portland, OR and Berkely, CA. Cost is around \$8 per hour with up to 10 miles travel included with each hour. See www.flexcar.com. Dave asked the workgroup for suggestions for new Flexcar locations on First Hill. All agreed that on-street locations were preferable at this time. Linda said that Harborview's daytime lots are full with a 500-person waiting list. Kristin said Yesler Terrace lots were full 24 hours a day. Karen is currently working with Flexcar to arrange for cars to be placed at Swedish's three campuses.
- **The One Less Car Challenge** - Seattle citizens can sign up for this innovative program that provides free Flexcar hours and Metro bus passes in exchange for a guarantee to park their car for a month. See www.seattle.gov/waytogo.
- **Car Smart Projects** - citizens can apply to the Neighborhood Matching Fund for funding to implement ideas to reduce neighborhood traffic, such as creating neighborhood-specific bus and transportation maps (see www.seattle.gov/waytogo). The Making the Parking System Work also has funding available for First Hill educational and outreach projects.
- **Metro discounts** - Metro has a variety of subsidy programs such as Commuter Bonus Vouchers, Guaranteed Ride Home, and the Area Flexpass program that can be incorporated as part of a small business access package, or as an area-wide resident access package. Gayle Delanty is the Metro staffperson who works on these programs.
- **RidesShare** – RideShare is a carpool program that helps match riders and drivers. One possibility to promote awareness on First Hill of this program is to promote it in the new First Hill newsletter. See www.rideshareonline.com.
- **The Ring Grant** - Meghan mentioned that a project known as the "Ring Grant" (so named because it addresses the neighborhoods "ringing" the downtown core) will hopefully begin in 2004. While the details are not finalized, the Ring Grant could potentially fund a staff person who will spend several months in each neighborhood, including First Hill, helping small businesses and neighborhood communities to develop and market alternative transportation options.

Related Questions and Comments:

3. *Joanne wondered if anyone was tracking public transportation use with the high gas prices. Sunny said yes, Metro is looking at ridership data to identify trends.*
4. *Joanne wondered if people could have information about the bus routes they use (or would use) the most mailed to them at home, like a transportation "Welcome Wagon" kit. Kristen wondered if that could include a list of taxi companies in Seattle, and other general transportation information.*
5. *Linda described a program at Harborview where patients are given a half-price ticket to take the bus home after their hospital visit. To date, the statistics are coming back positively regarding transit ridership amongst their clients.*
6. *Michael said Seattle University is interested in the Flexcar program for business use. They have a Flexcar located at 12th & Cherry, and may add one later at the 12th & Marion or the Broadway Garage as part of the semi-exclusive business program. Under a semi-exclusive arrangement, Seattle University would have guaranteed access to the car during certain times of the day. At all other times, the car would be available for community use. Michael would like more community participation in the Flexcar program at Seattle University, but Flexcar membership is only open to people 25 years old and above due to insurance costs. He said that Seattle University might investigate developing an internal car-sharing program for students under 25 years of age.*
7. *Kristen commented that a number of people at Yesler Terrace have work schedules with non-standard hours, which might reduce the usefulness of a program like RideShare. Even so, information about RideShare would need to be in a language and a format many residents could understand since many speak English as a second language and have less familiarity with the Internet.*
8. *Esta asked about liability issues associated with RideShare, such as if a rider got hurt while in someone's car. Mark mentioned the popularity of "slugging", a practice common in places like Washington D.C. where riders wait at the on-ramp and drivers pick them up which enables them to use the HOV lanes, then drop the riders off in the downtown core on their way to their own destination.*
9. *Linda mentioned that more people might use the 3 and 4 buses if they were run with more frequency. However, they are currently very full. The larger, articulated buses cannot make some of the tight corners at some First Hill intersections. Karen said there is also a perception of safety that discourages some people from using the 3 and 4, and said that it has been effective to have a Metro representative speak to community groups about Metro's bus safety program. A comment was made that the 3 and 4 get especially full at the Juvenile Justice Center and Harborview stops.*
10. *Randy asked, given that on-street parking spaces are highly prized by First Hill residents, for what kind of trips are cars used? People responded it was mostly trips for visiting friends or*

relatives. People said they grocery shop at the Harvard Market QFC and the Broadway Safeway, but do not use their car to do so. Kristen mentioned that Metro Route 60 (up and down Broadway) now runs on weekends, not just on weekdays, and Meghan wondered how many First Hill residents knew about those expanded hours of operation. Joanne said that Route 2 goes right to Larry's Market in Queen Anne.

11. Randy commented that First Hill is very dense with residences already, and yet the development principle of services following residences does not seem to be true for First Hill since most of the services and retail that exist on First Hill serve the institutional employees and close at 5:00 pm (the idea being that if services were located within walking distance of where people live, they would need cars less). He asked if the proximity of the Broadway retail corridor might be diverting services from locating in First Hill. Kristen said yes, that she is entirely transit-dependent and she regularly shops at the Broadway Safeway and Fred Meyers even though it is outside her neighborhood.
12. Mark said he used to be a model commuter until his child entered school and had to get to after-school programs. He wondered if there was a way to better coordinate Metro Routes and times with school program schedules, so he can commute to work by taking his daughter to her bus on the way to his workplace downtown.
13. Dave mentioned the Way to Go Roosevelt High School Trip Reduction project where the school subsidized Metro passes so that students could take regular Metro Routes to school instead of having a yellow school bus run the route. Linda asked if there was a way to offer free Metro passes to high school students. Dave wondered if it would work to offer a free Metro pass for kids with each adult pass purchase.
14. Bill brought up the old Metro Route 944 that used to be in First Hill. Kristen said it was the right route but operated at the wrong times, and also had an irregular schedule. Karen said she thought it would help alleviate crowding on the 3 and 4. Linda wondered if enough funding could be acquired for a new route like the 944 if all the institutions sought grants to help subsidize it.

FIRST HILL PARKING MATRIX - TDM SECTION

Meghan asked the group to review the TDM section of the First Hill Parking Matrix.

Related Questions and Comments:

#15 Lobby Metro: (see comments about Metro Routes 3 and 4 above.)

#37 Expand Ride Free Zone: Linda said some Harborview employees pay twice, once to ride the ferry into to Seattle, then by riding Metro and having to pay to disembark one stop outside the Ride Free Zone to get to Harborview. Additionally, the last stop in the Ride Free Zone is on a very steep hill. Mike said Seattle University has a ship-to-shore pass for employees to ride to/from Seattle University using the bus and the ferry. Michael also asked what if all institutions pooled their Metro pass subsidies to create an area-wide pass. Karen said that Harborview is not allowed to offer passes to their commercial tenants. Support was expressed by all

institutional representatives for pooling the transit benefits they each distribute separately into one First Hill-wide program. They believe they could then lobby for better bus routes and other transportation services to benefit the entire neighborhood.

#42 Education and Marketing: Workgroup members were asked to identify ways to educate residents about the tools that already exist. Joanne said FHIA created the First Hill newsletter to get information out to residents (circulation of 8,000), and this could be used to help educate residents about transportation options. Randy asked if a transportation map of some kind with Metro Routes and locations of bus stops, public lots, and such would be useful to residents.

#12 Investigate impacts of St. James Cathedral: Randy commented that many of the on-street spaces immediately around the Cathedral have 1-hour time restrictions. While this may work well for the day activities at the Cathedral, it discourages other parking uses, since many people often need at least two hours to run errands, go to an appointment or visit someone.

OTHER TOPICS

15. Linda asked if 1-hour restrictions in the Zone 7 Residential Parking Zone (RPZ) would help residents find parking at Yesler Terrace.

16. Kristin asked why some curbs next to "No Parking" zones are painted red and some are not. Meghan responded that the red curb is an automatic tow zone, and the violation for parking within 30 feet of a stop sign does not entail being automatically parked. Additionally, the City is moving away from the red curbs because of the long-term cost of maintenance.

17. Joanne said the 2-hour parking restriction the Zone 21 areas of northern First Hill are not working very well because they are not enforceable. She suggested trying some spaces on a block that are RPZ-only along with some spaces on the same block that are not RPZ and which could be used by anyone. Meghan wondered if this could be used in combination with meters on the non-RPZ spaces.

Meghan presented the revised RPZ Quick Reference sheet.

Meghan announced that First Hill was high on the priority list for the new pay stations, most likely within an area bounded by Boren, Madison, and Broadway. The location of pay stations in this location would benefit hospital patrons by given them an expanded range of payment options in a neighborhood where there are few opportunities to get change from businesses.

NEXT MEETING

Meghan would like to have a mid-September workgroup meeting to review the First Hill Action Plan, which would be followed by a very late September or early October Community Parking Forum to present the Workgroup's recommendations to the First Hill community prior to implementation. Kristen asked that the location of the Forum be in southern First Hill.

Meeting Adjourned